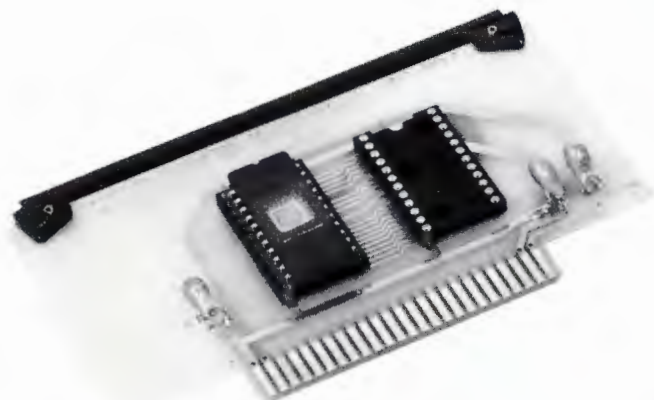


NAVIGATION PROM



Navigation PROM . . .



. . . with diagnostic routine for
field service use

- **Provides real world**, three-dimensional navigation. Fly real world routes and approaches anywhere in the world, using your own charts and plates.
- **Stores navigation data for airports and nav aids**, including:
 - audio identifiers
 - true airport locations
 - actual runway headings
 - accurate field elevations
 - actual frequencies
 - magnetic variation
 - ILS and LOC courses, with markers and variable glide-slope angles
 - VORs, VORTACs, and NDBs
- **Allows greater flexibility** in all types of training.
- **Train in local areas** as well as unfamiliar areas.
- **Use with actual navigation charts and approach plates.**
- **May be updated regularly** to reflect changes in navaid and airport data.
- **Easily changed**; front panel access.
- **PROM size determined by data capacity**, not limited by physical area or dimensional constraints.

Three types:

- Standard — A continuous coverage area containing all public use airports with published instrument approaches.
- Special — International areas not generally maintained in the Standard PROM data base. Designed from customer-supplied data.
- Customer — Designed to fit special user requirements such as coast to coast flight or commuter route structures. Coverage area is not necessarily continuous.
- Update Service — Available twice yearly, assures that data on the PROM remains current.



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The Aviation Simulation Technology PROM

Aviation Simulation Technology maintains a master database containing information on all nav aids and airports in the United States, Canada, and other parts of the world. The stored information (frequency, latitude/longitude, elevation, morse code identifier, glideslope angles) is maintained to current published standards via the normal update cycle, and can be drawn upon to create a current "electronic map" or PROM for any portion of the world, at any time. The PROM allows the operator to select an area to be flown, and operated in real world navigation conditions, using actual charts and approach plates.

A Standard PROM is included with each simulator purchased. At the purchaser's option, this may be an existing PROM, or a new area of coverage defined specifically for that purchaser. Additional PROMs, Standard, Special, or Custom, may be purchased to provide added geographical coverage or to meet specialized training needs.

The Standard PROM

All Standard PROMS have a "primary airport" at or near the center of the coverage area, established primarily for naming purposes. Standard PROMS have a definite "coverage area" drawn as one continuous border around an area of random shape. The coverage area (in square miles) will vary with the density of nav aids and airports; it may cover an entire state and more (Arizona) or only high density portions (LAX to SAN).

Within the coverage area of a Standard PROM, the following rules apply:

- All public use airports with a published instrument approach are included.
- All Jeppesen-published approaches for these airports can be flown, subject to the PROM Notam list.
- All VORs and VORTACs classes L, H, and T are included.
- All NDBs including "VFR only" NDBs and all LOMs (except those LOMs which do not appear on the appropriate Jeppesen low altitude enroute chart and which serve airports without a control tower) are included.
- A TCA will be either completely included or completely excluded from the coverage area.
- Some uncontrolled airports or controlled airports without an instrument approach may be included according to customer location.
- The coverage area of any new Standard PROM will overlap no more than 50 percent of an existing Standard PROM coverage area.

The Special PROM

Data included on the Special PROM is not yet stored in the master database, and must be supplied by the customer. A Special PROM enables customers to add hypothetical training fields to provide specific or unusual approaches not found on the PROM covering their local area.

The Custom PROM

Custom PROMS may be created for any area already maintained in the master database. The areas and/or facilities covered are specifically defined by the customer "...all runways and approach aids at LAX, JFK, ORD, and CYYZ, no enroute nav aids" or "all nav aids for routing BOS V292 PUT V308 ORW V16 MICKE direct JFK, all runways and approaches for JFK and BOS only". The coverage need not be continuous, and is not limited by geographical constraints.